SPORTING FEATURES PREPARED SPECIALLY FOR THE SUNDAY JOURNAL.

FIERCE FRENCH DOGS WHICH KILL BEARS.



Meier of St. Louis Almost Sure to Play in Left Garden for the Tigers.

Princeton, N. J., March 18 .- It was once said by Mr. Patsy Tebeau, of the Cleve-land National League team, that "Billy" ark could "spot" promising baseball tim-

coach Clark has "spotted" a comer, and chas made the find in Tigertown. The ast's name is Meier, and he is a member of the class of 1902. In the phraseology of Clark, "he's a hummer." In other words, it means that the uncertainty as to who meston nine has been removed by the mg twirier who hals from St. Louis, ler had r good record at his prepool, and pitched a winning game against. Sophomores iss; Fall, but his place a discovered at the outdoor practice of on Tuesday. The manner in which freshman cornered files and grasped gline drives to the field brought tears loy to Capiain Kafer's physiognamy. It has practically certain that Meier has lead-pipe cinch on the left garden, and ty be called upon to enter the box in the of the lesser games on the schedule. The past week has practically decided all to one position on the team. That place shortstop, and on account of the illness. Duncan, the 'varsity quarterback, a eady freshman named Langdon from the leiphi Academy, Brooklyn, has the place to himself. But as yet Duncan remains formidable candidate, and may yet play to position in the big games. On last anday Captain Kafer made another cut, at these are the men who are still on the right side of the ledger: Catchers, after, Campbell and Greec; pitchers, Hillippian, Harrison, Braip and Meier; first isse. Clapman, Hamilton and Black; see and base, Steinwender; shortstop, Duncan and Eangdon; third base, Hutchins: if field, Meier; centre field, Watkins, known, Paulimer and Roper; right field, alter and Robinson.

The first out-of-doors game of the season, cheduled with Ruigers for next Wednessia, will either be cancelled or will be layed with rubber boots, fur-lined gloves and other Antarctic accessories.

The weather is doing much to leave the leam in poor playing condition for the southern trip which commences on March by the part of the season of the season, cheduled with Ruigers for next Wednessia, will either be cancelled or will be layed with rubber boots, fur-lined gloves and other Antarctic accessories.

The Tiper cubs have been called out by Captain Kafer, and, as with the 'varsity, great hopes are entertained. A long schedule of games has been arranged, among which the contests with the Pale and Columbia freshmen, Lawrenceville and Andover ar would fill the left garden of this year's Princeton nine has been removed by the twirler who halls from St. Louis,

TURF NOTES.

The weights for the Carter Handicap, the princi-

TRAINING CAMPS.

Jeffries Goes to Asbury Park, Fitz to Bergen Beach or Coney.

Now that it has been definitely settled that the big heavy weight contest between Bob Fitzsimmons and Jim Jeffries will be brought off in the East, the next important move to be made by the publists is the selection of training quarters where they will prepare for the battle.

Both boxers intend to take up quarters as near to the batic ground as possible, and within two weeks it is expected that

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The Twenty-four Hour Foot Race.

Unless present indications are wrong the big international twenty-four-hour foot race, which is to be held at the Grand Central Palace April 7 and 8, will be one of the best long distance go-as-you-please distance them early in the race by a fast events ever held in this city. The fact that

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Season after season sees the "Victor" IMPROVEMENTS. New handle bar and prominently first in the wheeling world, saddle post binder, new adjusted hanger We, the sole agents for Greater New hearings, new detachable rear sprockets, new swaged spokes, new design frame, for the better. Victor straight line As business people, we naturally kept sprockets, expelling mud and grit; least

THE VICTOR

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All parts of the Victor and Victoria are interchangeable.

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we make big reductions on three essential sundries—the best to be had.

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"NEW YORK FLYER," - - - \$25.00

High Grade.

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Bicycling is in a transition stage. Old landmarks disappear; there is a constant shifting of popular tastes with a manifest tendency toward durability; the practical opposed to the merely elegant.

> This New York Flyer, \$25,

is, to outward sight and to all intents, on a par with \$50 wheels. It runs lightly, it climbs, it coasts, it covers ground in \$50 style, has superior points of construction, is free from the least suspicion of

SPECIFICATIONS. Tread-4% inches.

Front forks-drop forge, oval crown, 1 in. sides. Wheels-28 inch, double butted spokes. Hubs-tubular, 11/2 inch diameter, absolutely dust

proof. Tires-New York Flyer, specially for and guaranteed Chain-3-16 inch, tempered and riveted. Pedals-combination or

rat trap. Handles-stationary and adjustable, cork grips. Trimmings-heavy nickel plating on copper.

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550 "Niagaras" - all riders know them - and these are the \$50 models of 1898 closed out by us from the Buffalo Wheel Co., whose offer was irresistible. It will be no spun-out, protracted sale-regular routine of business forbids. These "Niagaras" are transients, to be speeded on their way. So we pulverize prices and revolutionize records. They will go in a whirl, and lucky the man or woman who'll pay so little to get such reliable, such good looking, easy going, smooth running Bicycles.

Speaking from full knowledge we are confident no such wheel has ever, at any time, anywhere sold for

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22 and 24 inch frames for men—22 inch for women. Points to note—One piece cranks—Flush joints—Internal binders—Excellent tires—Gilliam saddles—All specifications of a high order. You must move quickly to secure one.

SIXTH AVENUE, 19TH TO 20TH STREET.

Some salesmen may tell you that the tires on the wheel he is trying to sell you are "just as good as Hartfords."

Poor satisfaction to you, though, if his judgment is bad and the tires prove troublesome or give out when you are far from home.

There is a big difference in tires, too. Do you know that the same effort required to drive it when fitted with poor tires ten miles an hour would take it nearly twelve if the tires were right? It is a fact, though Suppose you ride for five or six hours in a day. That extra ten or twelve notes would look pretty long if dinner were at the end of the route.

The reason for the difference is that a good tire has the properly called "life," while a poor tire is "dead."

In a good tire the walls of fabric and rubber surrounding he core of compressed air bend easily. Every pebble, every rough place in the road sinks into the tire. The road seems to be smoother. Poor tires cannot conform to the road quickly, because harsh fabric is made stiffer by being surrounded with rubber loaded with heavy minerals in order to cheapen it. A lot of power is wasted in simply bending the walls of the tire.

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HARTFORD TIRES are of the right kind. They are made of strong, yet soft fabric and the rubber is the best. They cost more tun many others at the start, just as it costs more to ride in a trolley car that to go afoot, yet, like the trolley car, they are more economical in the end to the saving in time and labor is considered.

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